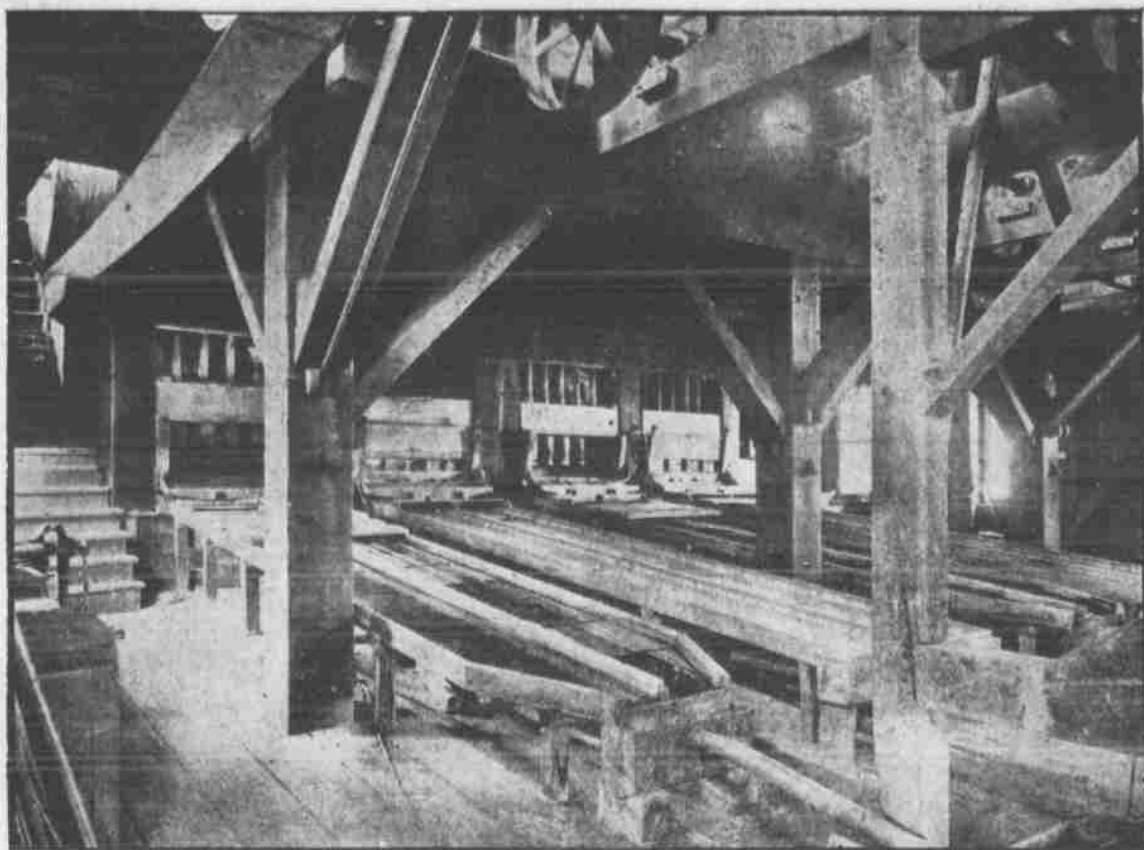


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and amalgamating plates of the "Mayflower" are shown in this picture. When the mill is running and the whole 20 stamps are dropping, the noise is so deafening that you can "hardly hear yourself think." After the gold quartz rock is crushed to powder by the stamps, it is washed over copper plates covered with quicksilver. This quicksilver attracts and holds the small particles of gold as they pass. The combination of gold and quicksilver is called "Amalgam." This is scraped off at intervals, and the two metals separated by retorting. The quicksilver is used over again, but the gold is sold, netting upwards of \$19 an ounce. It looks good in the form of "bullion" and also looks good in the form of dividend checks.

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MORE TRAINS FOR RAILROAD

Gerald Hughes returned two days ago from Kahuku where he has just completed arrangements for doubling the freight service at that end of the line. Heretofore freight trains were run to Waialua only. From there a passenger train would take the Kahuku freight—usually one car—on to its destination and return freight would start back in the same way, the regular freight train picking it up at Waialua and bringing it on to the city.

The increase of shipments from the Kahuku end, however, has rendered this simple arrangement no longer adequate. Added to the natural increase of business (which, by the way, has been unexpectedly large) has come a deluge of pineapples and other freight from the new Papukea settlement. It was plain months ago that something had to be done and done quickly; while lately shipments have been delayed frequently for lack of freighting facilities.

The situation has been met by a rearrangement of the freight train schedule, to the effect that the complete train leaving the city early in the morning will run through to Kahuku, arriving there in the evening and departing again the following morning. To make this possible a train shed and cottages for the accommodation of the trainmen have just been completed by Mr. Hughes at Kahuku. In addition to these necessities a water tank has been erected and oiling arrangements supplied. Trains will begin running on the new schedule early in the coming week.

And this is not the only sweeping enlargement of freight facilities to be made on the railroad next week. A full, new, daily freighter is to be added, to run as far as Ewa mill. This is made pressing necessary by an arrangement to convey all material to be used in the construction and maintenance of Lihueua camp, over the railway line, to Waipahu. Over 800,000 feet of lumber is required at once, and that is only a starter. There are thousands upon thousands of other materials to be moved promptly, and the never-ending, ever increasing work of hauling supplies to Waipahu for the consumption of the goldery on Lihueua plateau is but just beginning. To meet the situation the new train has been made up, manned and will start out Monday or Tuesday. This train will alternate with the through freighter, above mentioned, to Kahuku.

Surely it is a healthy wind that is just now blowing in the direction of the O. R. & L. Co.

Judge Robinson granted a divorce to Lily Forsyth against Adam Forsyth for failure to provide and extreme cruelty. E. A. Douthitt appeared for libellant.

LIDDY ON COASTWISE SUSPENSION

The following is a contribution by a great many of the former cracker-Jack T. Liddy to the suspension controversy, which was crowded out of yesterday's issue of The Star:

EDITOR STAR:—We are informed in biblical history that when St. Peter was sinking in the dark and stormy waters of the Sea of Galilee, he stretched forth his arms, in a supplicating manner, and said unto Jesus "Lord, save me, or I perish."

Now sir, history is repeating itself with a slight variation. Hundreds of thousands (remember the unexaggerated number) of good and true citizens of the United States are depending on them, by following the seafaring life in the U. S. Merchant Marine, are stretching forth their arms, and imploring, entreating and begging Congress, the press, and the public, to save them from being drowned in the vortex of foreign competition, to save them from annihilation and desolation; to save them from having the only means of livelihood, that they are capable of performing, wrested away from them, so as to fill the capacious maw, and the bottomless coffers, of the bounty-fed, wily and wide-awake, foreign shipowners who are at the present time, hovering over our country like so many brambling-kites, vultures, or other birds of prey, and all on account of the lack of energy or interest, displayed by our congressional and senatorial representatives at Washington, in taking immediate, decisive and acceptable action that will meet the views of both capital and labor, in relation to a Ship Subsidy Bill that will be a benefit to the U. S. public at large, and will eliminate the Atlantics, and other unqualified and undesirable elements from our Merchant Marine.

With such action on the part of Congress, it will not be necessary for the citizens of the Territory of Hawaii, to hold meetings for the purpose of crucifying and hurling into the abyss of oblivion, the Merchant Marine of the United States of America, which would be the case if a suspension of the Coastwise Shipping Laws should be made for the Hawaiian Islands, for there would soon be heard requests from other ports of the United States, demanding "equal rights for all and special privileges for none."

What we need, and need badly, is Ship Subsidy, and we got to get it or our name on the high seas, will be a thing of the past, and a country without a Merchant Navy, might as well throw up the sponge, and revert to the days of loin cloths, sandals, and sacrificial altars, with a few stone headed clubs to enforce our arguments, and may I say it our demands. Worthy Editor, and generous public, don't jump at the erroneous conclusion that I am impregnated with the disease of being a calamity howler for there is not a more optimistic gent in Hawaiian Territory than your humble correspondent, but when I tell you that

"IT IS SAID"

The Pacific Weekly of this date is especially strong in its famous "It is Said" column. In this department there are treated the famous wedding riot at a local rooming house, the transferring of the footballer's beer in the undertaker's wagon, the true facts of the case of the man who rode the horse into the bar-room, and the rumor of the impending suspension of an afternoon paper.

The absorbing local duck-shooting story is now concluded and the society editor, having returned from Hilo, inside details of the Kakaako turtle lunch at the Hilihihi, and the egg-eating contest held last week at the home of Mrs. Frizzly-Guzzlingin, are given.

The garage department will be full of live local news and some exclusive sporting stories will be scattered throughout the issue.

Powerful editorials by Lorin A. Thurston and C. F. Maxwell will complete a number that no one can afford to miss.

DIED.

PEARSON—At the Queen's Hospital, January 21, 1909, Robert Pearson, a native of Shetland Isles, late of the P. M. S. S. China, aged 57 years. The funeral services were conducted under the auspices of the Seamen's Institute, Rev. Canon E. T. Simpson officiating. The interment took place at Loch View cemetery.

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